

Attendance of the January 22, 2003 GMAC Meeting  
(based on sign-in sheet)

Name	Agency
Amos, Jeff	Don Breazeale and Associates
Baldwin, Hon. Harry	City of San Gabriel
Bates, Hon. Ron	City of Los Alamitos
Bok, Susan	LADOT
Brown, Hon. Arthur C.	City of Buena Park
Caldwell, Don	Union Pacific Railroad
Calix, Robert	LACMTA
Cartwright, Kerry	Port of Long Beach
Catz, Sarah	Golden State Gateway Coalition
Dale, Hon. Lawrence E.	City of Barstow
Daniels, Hon. Gene	City of Paramount
DiCamillo, LaDonna	BNSF
Dorland, Kanya	Port of Los Angeles
Escoula, Libeal	Caltrans Corridor Studies
Fetty, George	George Fetty and Associates
Goodwin, Art	ACTA
Hayes, Jolene	Port of Long Beach
Jackson, Azurea	LACMTA
Kumar, Vin	Caltrans District 7
Lai, Sue	Port of Los Angeles
Lau, Charles	Caltrans District 8
Lee, Francis	Caltrans Corridor Studies
Lopez, Ernest	SCAQMD
Lundy, Escalante	Caltrans Headquarters
Minyon, Tony	Toyota
Morales, Ernest	LACMTA
Neely, Sharon	ACE Construction Authority
Randolph, Stan	Caltrans
Rodriguez, Dilara	Caltrans
Smith, Steve	SANBAG
West, Dale	WRCOG
White, Nancy	CHP
Wiggins, Stephanie	RCTC
Zeigler, John	Auto Club of Southern California

SCAG Staff

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Faranesh, Zahi

Huddy, Bob

Griffin, Mark

Wong, Philbert

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**GOODS MOVEMENT ADVISORY COMMITTEE MEETING MINUTES  
WEDNESDAY, JANUARY 22, 2003**

**1.0 CALL TO ORDER**

Councilmember Art Brown, City of Buena Park, called the meeting to order. A list of those in attendance is included in the minutes.

**2.0 PUBLIC COMMENT PERIOD**

There were no public comments.

**3.0 CONSENT CALENDAR**

**3.1 Approval Items**

**3.1.1 Approval of the November 20, 2002 Minutes**

**ACTION:** Motion to approve the minutes was accepted and seconded with no objections.

**4.0 INFORMATION ITEMS**

**4.1 Final Report on the Los Angeles – Inland Empire Mainline Railroad Advanced Planning Study**

Mr. Wally Baker, LAEDC, presented this item. This study examined capacity issues along the UP and BNSF mainline railroads between the terminus of the Alameda Corridor in downtown LA and Colton Crossing. Currently, the UP and BNSF mainlines carry 170 passenger and freight trains daily. With unconstrained growth, these lines are forecast to carry 265 trains by 2010, and 390 trains daily by 2025. Current freight delay averages 30 minutes, and with no capacity improvements by 2010, delay is forecast to increase to 206 minutes along the BNSF line and 196 minutes along the UP line. The rail lines are forecast to run out of capacity by 2007 or 2008.

In developing future capacity requirements, three assumptions were made. First, there will be no changes to the existing rail interchange points for carload traffic. Second, BNSF and UP will use only their own tracks. Finally,

Metrolink will not run reverse direction rush-hour traffic, and passenger train platforms will be located on the correct side of a reconfigured layout.

A number of solutions have been developed to increase capacity and reduce delay. It is important to note that the BNSF has only one mainline, hence its options are limited to increasing capacity. However, the UP has two mainlines, which provided additional flexibility in developing alternatives for increasing capacity. These alternatives involved rerouting Metrolink and UP freight trains along either the Alhambra or LA Subdivision lines. After completing the analysis, it was determined that routing most UP freight via the LA Subdivision Line west of Pomona and via Alhambra Line east of Pomona and rerouting Metrolink Riverside trains via the Alhambra line west of Pomona would produce the greatest reduction in delay.

In addition to rerouting, infrastructure improvements will also be needed to handle forecast train traffic and reduce delay. These improvements include double and triple tracking, a grade separation at Colton Crossing, and flying junctions on the UP line at Pomona and on Palmdale line at West Colton.

The next steps to this study will be to seek financing, which could be through inclusion in TEA-21 reauthorization. Also, additional cost, engineering, and environmental analysis will need to be conducted before any track can be constructed.

#### 4.2 Review of Goods Movement Projects Submitted to SCAG

Mr. Mark Griffin, SCAG staff, presented this item. The list that was distributed to the committee is a compilation of goods movement projects in the 2001 RTP, 2002 RTIP, and new projects as submitted to SCAG by the county transportation commissions, Caltrans, and the Ports of Long Beach and Los Angeles. The committee has been asked to review the list, with the goal of confirming the projects at the next GMAC. Once approved, this list will become the basis from which staff will develop an overall regional goods movement strategy for the 2004 RTP.

The TEA-21 reauthorization list of projects is separate from this list, however all attempts will be made to ensure that projects on the goods movement project list are also on the TEA-21 reauthorization list. The TEA-21 reauthorization list will be discussed at the next GMAC.

#### 4.3 Briefing on the Transportation Research Board Annual Conference

At the TRB, Mark Griffin participated in a panel discussion on dedicated truck lanes. The 2001 RTP included dedicated truck lanes on the I-710 from Long Beach to the SR-60, the SR-60 from the I-710 to the I-15, and the I-15 from the SR-60 to the US-395. Based on studies completed to date, the dedicated truck lane system would total 101.8 centerline miles and cost approximately \$12 billion. The average cost would be \$118 million per mile.

Using data obtained from the SCAG Truck Count study and the 2000 Caltrans AADT counts, trucks comprise an average of 14% of all vehicles on the I-710, SR-60, and I-15. For example, at the I-710 just north of the SR-91 interchange, northbound and southbound truck traffic totaled 32,074 trucks daily, which is 14.65% of all vehicles. On the SR-60 just east of the I-605, northbound and southbound truck traffic totaled 31,334 trucks, which is 13.74% of all vehicles.

At this point, it will be important to continue the corridor studies that are currently underway as well as begin others. The I-710 Corridor Study is scheduled to select a locally preferred alternative in March, 2003 and complete a Project Study Report in December, 2003. The Eastern Gateway Corridor Improvement Study RFP should be released shortly. In addition, the I-15 Corridor Study is also underway. Furthermore, the Port and Modal Diversion Study, which will examine various financing alternatives, should begin in the very near future.

#### 5.0 **COMMENT PERIOD**

It was noted that the GMAC meetings conflict with the meetings of the Maglev Task Force. Staff will determine an appropriate meeting time in order to minimize this conflict.

#### 6.0 **NEXT MEETING**

The next regular GMAC meeting will be:  
Wednesday, February 19, 2003  
9:30am-11:00pm  
SCAG Offices, San Bernardino Conference Rooms A&B

#### 7.0 **ADJOURNMENT**

The meeting was adjourned at 11:45am.

